

THE INDIAN WAR.

Massacres in Montana and New Mexico—Murders on the Powder River Route—Inefficiency of the Authorities.

The Leavenworth Times publishes the following statement of Charles Miller, late City Marshal, just returned from the Powder River country:

Every one who has passed over the Powder River route is convinced that the Laramie Peace Commissioners and Colonels Maynard and Carrington are to blame for the loss of life, property, and sufferings of the Indians.

The Montana papers say that three hundred Cheyenne Indians made an attack on the mines at Green River Diggins, and killed forty of a party about seventy strong.

The Denver News says that the Taberachutes have commenced active hostilities against the American residents at Trinidad, and along the Puritane.

Colonel Carrington, at Fort Kenney, is openly charged with the furnishing of powder to the Cheyennes, and placing troops on picket with empty muskets and no ammunition, with instructions to salute Indians.

The Indians Concerned in the Massacres—The Late Treaty—An Army Officer's Statement.

Washington, October 16.—Having been reported that the route to the Powder River, following to the uprising of the Indians and the attacking of every emigrant train, the following facts are reported by an official lately in the Powder River country, and who has had considerable communication with all the tribes.

The tribes in the Upper Platte Agency number in all about 10,382 persons, and up to the spring of 1865 had been the most hostile Indians of the plains.

Mr. T. Gruffydd (Cerdor y Dyvran), a blind harper, performed on the old Welsh harp, which is triple-strunged. Four choirs competed in a performance of a part song and a madrigal, and the prize of ten guineas, as awarded by the applause of the audience, was adjudged to the harp-lyric party.

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English people, who speak of the price of wheat per quarter to reduce this to barrels, multiply the price by 7 and divide by 12, and it will give the price, at the same rate, by the barrel.

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY INCORPORATED BY THE LEGISLATURE OF DELAWARE, 1855.

ASSETS OF THE COMPANY. \$100,000 United States 5 per Cent. Bonds, \$100,000.00. 100,000 State of Pennsylvania Five Per Cent. Bonds, \$100,000.00.

LIABILITIES OF THE COMPANY. \$100,000 United States 5 per Cent. Bonds, \$100,000.00. 100,000 State of Pennsylvania Five Per Cent. Bonds, \$100,000.00.

Directors: Thomas C. Hand, John D. Taylor, Henry S. Stotes, J. F. Peniston, Henry S. Stotes, J. F. Peniston, Henry S. Stotes, J. F. Peniston.

North American Transit Insurance Company, No. 133 South Fourth Street, Philadelphia.

Guaranty Fire and Marine Insurance Company, Office No. 415 Walnut Street, Philadelphia.

Liverpool and London Globe Insurance Company, Capital and Assets, \$16,000,000. Invested in United States, \$1,500,000.

Providence Life and Trust Company of Philadelphia, Incorporated July 22nd, 1865. CAPITAL, \$1,000,000.

Phoenix Insurance Company of Philadelphia, Incorporated July 22nd, 1865. CAPITAL, \$1,000,000.

Technical Words. In reading we frequently come across technical words with which we are unacquainted, the understanding of which is necessary to give us a correct idea of the subject.

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INSURANCE COMPANIES.

1829-CHARTER PERPETUAL Franklin Fire Insurance Co. PHILADELPHIA.

Assets on January 1, 1866, \$2,506,851.98. UNSETTLED CLAIMS, \$1,457. INCOME FOR 1866, \$910.00.

Directors: Charles K. Hancock, Edward O. Dale, John W. Warner, Alfred Eiler, Samuel Green, Francis W. Lewis, M. D., George W. Richards, Peter McCull, Isaac Lea, Peter McCull.

Medical. Dr. James Bryan, Consulting Physician, No. 232 N. Second Street, Philadelphia.

Wright's Tar Syrup, Principal Depot, No. 771 South Third Street, Philadelphia.

Samaritan's Gift! The most certain remedy ever used. "Yes, a positive cure!"

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RAILROAD LINES.

READING RAILROAD. GREAT TRUNK LINE. PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA.

WINTER ARRANGEMENT OF PASSENGER TRAINS. Leaving the Company's Depot, at THIRTIETH and GALLOWAY Streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION. Leaving at 7:30 A. M. for Reading and intermediate Stations. Returning at 3:30 P. M., arriving in Philadelphia at 10 P. M.

READING VALLEY RAILROAD. Leaving at 7:30 A. M. for Reading and intermediate Stations. Returning at 3:30 P. M., arriving in Philadelphia at 10 P. M.

PHILADELPHIA AND PITTSBURGH RAILROAD. Leaving at 7:30 A. M. for Philadelphia and Pittsburgh. Returning at 3:30 P. M., arriving in Philadelphia at 10 P. M.

PHILADELPHIA AND BALTIMORE RAILROAD. Leaving at 7:30 A. M. for Philadelphia and Baltimore. Returning at 3:30 P. M., arriving in Philadelphia at 10 P. M.

PHILADELPHIA AND NEW YORK RAILROAD. Leaving at 7:30 A. M. for Philadelphia and New York. Returning at 3:30 P. M., arriving in Philadelphia at 10 P. M.

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RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. COMMENCING MONDAY, JULY 2, 1866.

PHILADELPHIA TO BALTIMORE. Leaving at 7:30 A. M. for Philadelphia and Baltimore. Returning at 3:30 P. M., arriving in Philadelphia at 10 P. M.

PHILADELPHIA TO WASHINGTON. Leaving at 7:30 A. M. for Philadelphia and Washington. Returning at 3:30 P. M., arriving in Philadelphia at 10 P. M.

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